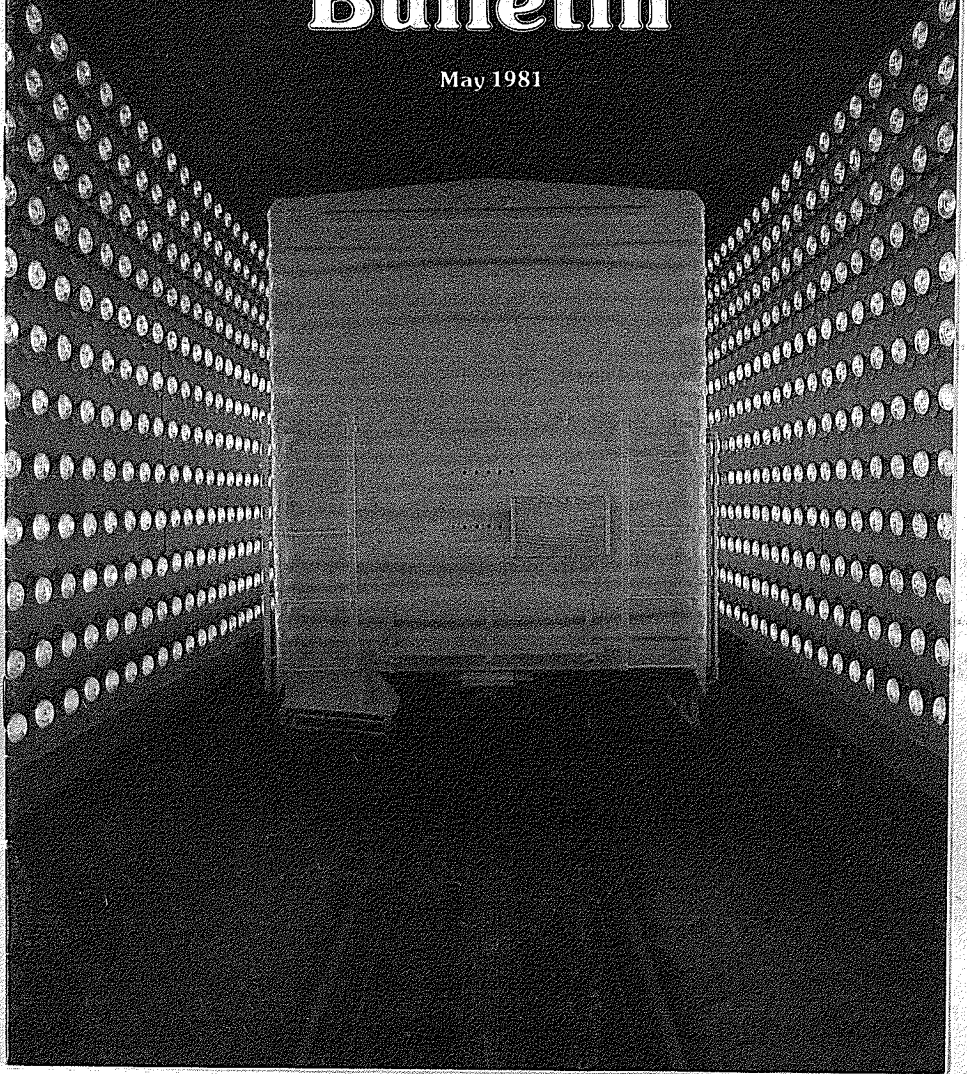
Southern Pacific Bulletin

May 1981



SOUTHERN PACIFIC BULLETIN
Volume 65, Number 5
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COVER

Hundreds of high intensity heat lamps dry the fresh white paint on a Pacific Fruit Express car at Tucson. It takes between five and fifteen minutes for the paint to dry, depending upon the outside temperature and humidity. PFE's fleet of 5,000 refrigerator cars is busy handling the perishable traffic that has returned to the railroads since the deregulation of fresh fruits and vegetables began two years ago. PFE's Tucson shop helps keep these cars in tip-top shape. See story on page 3. Photo: Jeff Hamilton.

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Senior Systems Analyst, Pat Harrington (third from left) adapted SP's hazardous materials computer program for the San Francisco Fire Department. SF Fire Chief Andy Casper accepts the program. Also pictured are Bob Andre (left), superintendent of hazardous materials control, and Jordan Glew, senior assistant manager in Management Services.

SP Donates Hazardous Materials List

Southern Pacific has donated to the San Francisco Fire Department a computer program listing all potentially hazardous materials and guidelines for dealing with them in emergencies.

"This presentation is part of the company's continuing effort to work with fire departments throughout our 14-state operating territory," said Bob Andre, superintendent of hazardous materials control.

San Francisco Fire Chief Andrew Casper added, "Since chemicals and potentially hazardous materials of all kinds are transported through this area, this program will greatly enhance our training program and improve our ability to deal with these materials in emergencies."

The program, which was adapted by SP's Management Services Department to be compatible with the fire department's computer system, will allow officials to generate immediate emergency response information for virtually all hazardous materials. The U.S. Department of Transportation defines more than 2,000 potentially hazardous materials, many of which move through the area in trucks, ships, and rail cars.

If the material is vinyl chloride, for example, the computer will describe what the substance is, how to handle it if it catches on fire or when it is not on fire, how to protect personnel, and what to do if it spills on land, sea, or fouls the air.

San Francisco is the first city in the nation to have this wealth of hazardous material information available on its own computer. Southern Pacific will make this same program available to other cities along its lines which have compatible computer systems.

"It is through this kind of community assistance that the San Francisco Fire Department is able to serve its citizens with the latest technology and developments and assist other jurisdictions in time of need," wrote Fire Chief Casper to President D. K. McNear. "Southern Pacific has proved again, it is a good neighbor."

In April, a Southern Pacific-Cotton Belt team headed by W. R. Gleason, supervisor of hazardous materials control, and J. J. Buckley and J. L. Swift, both supervisors of damage prevention and loading service, spent two weeks conducting classes for community fire departments—most of them volunteer—in the Kansas City Division.

The training sessions included a slide presentation, printed material to familiarize firemen with the nature of tank car construction and why and where leaks might develop, and the use of the "Domemobile," a tank car simulator which gives fire fighters first-hand knowledge of what the many valves on a tank car look like and how they work.

During the past six years more than 28,000 fire fighters, including chief officers, in communities served by SP have been given this course.

"Southern Pacific recognizes the need for the training of fire fighters in the proper handling of hazardous materials that move through our areas," Andre says.

"Local firemen are often the first emergency personnel on the scene. Their understanding of hazardous materials will assist us at critical times and will be a benefit to their own communities, as well." ☐

A Cool, Fresh Start for Perishables

PFE's shop at Tucson is the major repair facility for the 5,000-car fleet of refrigerator cars operated by this Southern Pacific subsidiary.

With every unit it has worked on for the past 21 years, the Pacific Fruit Express Company's shop at Tucson has built—and "rebuilt"—its reputation as a complete maintenance and repair facility for mechanical refrigeration cars.

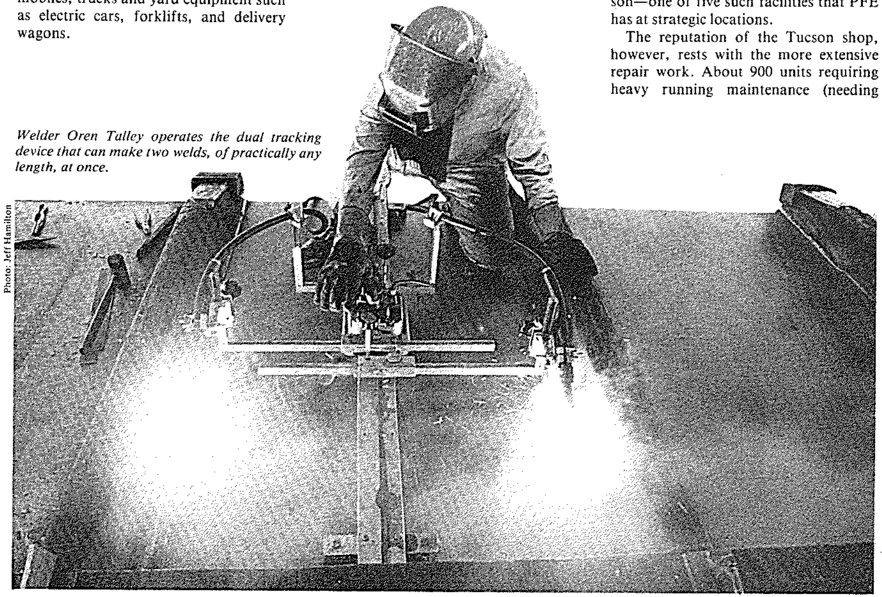
This 110-acre facility handles every kind of repair—from routine pre-trip inspections to overhauling refrigeration units and rebuilding cars. Employees even do their own maintenance and repairs on company vehicles—automobiles, trucks and yard equipment such as electric cars, forklifts, and delivery wagons.

Some 330 employees work in the specialized shops where the shop's function is easily identified by its name: steel fabrication shop, truck overhaul repair shop, wheel shop, welding shop, heavy maintenance repair section, and so forth. Each shop's accomplishment is reflected in impressive numbers: 16,000 pairs of wheels were rehabilitated in the wheel shop last year, the mechanical refrigeration repair shop overhauled 650 units, and almost 1,000 PFE and other cars were repainted.

"Our work falls in four categories," says Mechanical Department Superintendent Dennis Stedman. "We do light maintenance, heavy running maintenance, defect work and contract work."

Light maintenance consists of pre-trip inspections, cleaning and minor repair work that can be completed on the receiving tracks, generally. About 7,800 cars underwent light maintenance at Tucson—one of five such facilities that PFE has at strategic locations.

The reputation of the Tucson shop, however, rests with the more extensive repair work. About 900 units requiring heavy running maintenance (needing



Welder Oren Talley operates the dual tracking device that can make two welds, of practically any length, at once.

Photo: Jeff Hamilton

The Tucson shop handles every kind of repair—from routine pre-trip inspections to major overhauls and complete car rebuilding.

more than 40 hours of repair time) were completed last year. In addition, repairs were performed on 126 defect units—cars damaged in derailments which require body work as well as mechanical repairs.

PFE's mechanical refrigeration shop—the only one of its kind in the West—handles routine service as well as complete engine overhauls for the company's 5,000 cars equipped with diesel-powered mechanical refrigeration units. With exempt perishable traffic up 19 percent over last year's first quarter figures, the reliable performance of these cooling systems is essential.

"The reliability on these engines is quite high," remarks Stedman. "But it takes quite a lot more than one of these units to keep our cars cold." Stedman explains that rigid polyurethane insulation—5 inches thick in the walls and 10½-inches thick in the roof—helps maintain the thermostatically controlled temperatures and provides structural support for the car as well.

"Our new white color scheme that we adopted last year is also effective in reducing the amount of energy required to keep the interiors at the right temperatures," Stedman says. "White reflects more of the sun's heat and has resulted in diesel fuel savings. The refrigeration units consume about a gallon an hour. Depending upon the temperature outside, we save between five and 10 percent on fuel. With fuel costs at $1 a gallon and steadily increasing this means an important savings."

Washing cars saves fuel, too. A dirty car, because it is darker, absorbs more of the sun's heat. Stedman points out that the outside of a dirty, orange-colored car may be as much as 40 degrees hotter than a clean car painted in the new white color scheme.

In addition to the work performed on PFE's own equipment, last year the Tucson facility did extensive repair work on almost 1,000 cars from other railroads or railcar companies. This contract work, as it is referred to, was first begun in 1978.

"Not only can we rebuild reefers (mechanical refrigerator cars)," Stedman proudly boasts, "we can rebuild almost *any* railcar." The one exception, he says, is tank cars.

Last year, the PFE Tucson shop demonstrated its capabilities to a shortline railroad in Texas and was awarded a contract to rebuild 150 gondola cars that it uses to transport limestone.

"They were so pleased with the craftsmanship, quality and price that we were awarded a second contract for 100 more cars," Stedman says.

It takes about two weeks to complete major reconstruction on a gondola. First the car is disassembled completely. Repairs to the trucks and wheels are made, new metal sides are added, the car is retrofitted and painted. A dilapidated piece of equipment has been transformed into as-good-as-new condition for a price

(Continued on page 6)

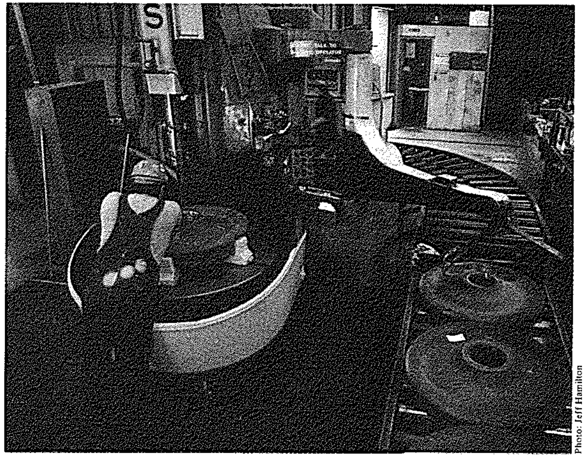
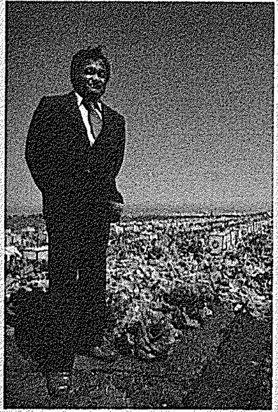


Photo: Jeff Hamilton

Machinist Frank Carley bores out wheel plates to match the fit with the axle. The wheels are placed on the axle using 130 tons of pressure.

In addition to the work it does on PFE equipment, last year the Tucson shop did extensive repair work on 1,000 other railroad cars.

PFE Agent Bobby Arro: A Perishables Shipment Specialist



PFE Agent Bobby Arro

"Rise and shine, it's 7:30 in the morning. Traffic on the freeways is pretty good right now. Expect about a 10-minute delay at the Bay Bridge toll plaza. We've got a fender-bender on Highway 101 northbound at Army Street. . ."

Bobby Arro smiles when he hears the morning traffic report for commuters navigating the congested Bay Area freeways. He's glad his home is in the country.

For the past 20 years, Arro's lived in the Salinas Valley—a fertile, one-million acre agricultural wonder near the Pacific Coast in central California.

"From this valley, with its 12-month growing season, fruits and vegetables go all over the world," explains Arro, who, as an agent for Pacific Fruit Express, helps shippers move their produce to the marketplace. "About 70 percent of the harvest is sold in Chicago and the East; maybe 10 percent goes to Canada. But some goes as far as Europe, China and Japan."

In the 1970s two important changes came to the Salinas Valley that led to increased demand for PFE's service.

A tremendous burst in the productivity of Salinas Valley acreage began in 1974. For years, one acre produced about 200 cartons of lettuce. "Today that same acre may yield between 800 to 1,000 cartons, thanks to improved irrigation, fertilizer and seeds," Arro says proudly.

Then came deregulation. "It worked," he says. "It got perishable traffic back to the rails. The most important factor was our new ability to determine our own rates and services. Beginning about 1965, we began losing business to trucks because we couldn't effectively compete with them. There was no way to fight against this tragedy until deregulation."

"You know, there's a lot of truth in Steinbeck's *East of Eden* when he talks about how the railroad pioneered the shipment of vegetables to the East. For a long time, the railroads enjoyed a profitable business, but by 1965 the truckers were just faster."

It took nine days to reach the East via railroad then. Now perishable shipments aboard the *Salad Bowl Express* reach New York City in six days. Last July alone 3,339 cars in 27 consists headed east from Roseville.

It's Arro's job to handle rate queries, expedite diversions on shipments, order minor repairs and to spot cars to meet the requests of shippers.

The TOPS computer system helps simplify the work. Whenever Arro needs refrigerator cars in his district, he contacts Layton Batson, PFE superintendent of transportation in San Francisco. Batson, who monitors and distributes the returning tide of PFE refrigerator cars using TOPS, keeps in touch with agents like Arro to gauge the need for cars in loading areas. When the cars arrive in the Salinas Valley, Arro tells the train crews where the cars are to be spotted.

The computer, however, is only as good as the data that Arro and other people give it. One of Arro's most important jobs is gathering information. Here, technology takes a back seat to savvy.

Arro bases his estimate of the next week's car needs on what he can learn from farmers, brokers, shippers and even "fertilizer guys."

Fertilizer guys? "Let me tell you about fertilizer guys," Arro says. "They're very knowledgeable about John Doe's acreage over here. I need to know how much tonnage will come out of certain fields, and a fertilizer rep knows because John Doe ordered his fertilizer through him.

"You can find out about a lot of shippers when you call a fertilizer guy."

Arro also goes directly to the source. "There are approximately 80 produce shippers in this valley, not including about 25 frozen food shippers. I've shaken hands with almost all of them. When I see them on the street, they never fail to say 'hello.' Just talking to them, you learn about their operations. They're very friendly, well educated and smart businessmen."

Arro also shares his information with the Marketing Department. "I'm not in Marketing, but maybe I should be," he speculates. "I tell them about truck rates, weather conditions, the lettuce estimate and what it costs to transport a carton of lettuce each day."

Arro admires the Marketing Department's work. "They have done an excellent job," he says. "It was our Marketing Department people who pioneered deregulation of produce." He believes deregulation will be a blessing to the shipper, the consumer and the railroad.

"The price of fuel is going to control our economy," Arro predicts. "Sure, you'll buy a head of lettuce for 31¢, but will you spend a dollar? Since railroads are much more fuel efficient than trucks, we can provide a more economical way of transporting lettuce to the marketplace which should result in savings for shoppers. This is very important—not only for me and my job—but for all the farmers in the valley. If people can't afford to buy our lettuce, what will happen to the Salinas Valley and all the people who earn their living here?" ☐

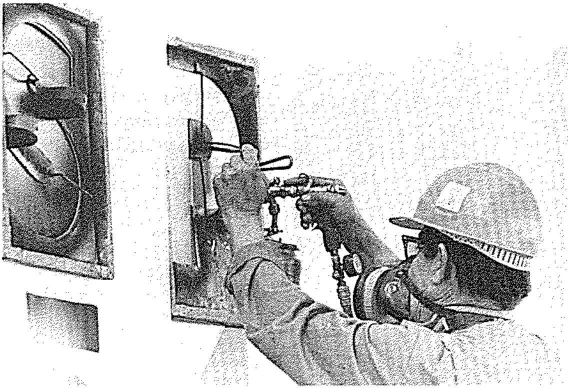


Photo: Jeff Hamilton

Painter Frank Ruiz stencils a refrigerator car after the final coat of paint is baked on and the car has cooled down.

of $10,000 less than the cost of a new car.

The transformation is a combination of expert craftsmanship and sophisticated technology. PFE welders use a dual welding device that can give a long, continuous weld using the most modern technique available: wire welding. This piece of machinery is extremely useful during assembly when large pieces of metal—like those used to form the sides or tops of the cars—are welded together.

This same machine can be used in conjunction with a special cutting device that can cut through ¼-inch steel plate "as straight as an arrow" at the rate of 52 inches per minute.

A third piece of equipment—a device that uses vacuum pressure to attach six pods to a steel sheet as large as 42 feet by 5 feet—is used in conjunction with an overhead crane to lift the large metal sheets during car assembly.

This combination of sophisticated technology and fine craftsmanship contributes to the Tucson Shop's excellent reputation as a complete repair facility for PFE equipment and, now, contract car repair work.

"This is an excellent facility," notes PFE President Bill Cranmer, "and it has the capacity to handle a substantial amount of additional work. We're optimistic about increasing our volume of contract work as a way to generate new revenue and strengthen the shop's profitability. So far, we are quite pleased with the results." ☐

PMT Sales Achievers

The winners for the first quarter in 1981 of the PMT System's PAR (Performance and Results) program which recognizes outstanding sales achievement by sales representatives and terminal managers are: **J.R. Hubbell** at Fresno, **W. Seaman** at Tucson, **L.J. Markham** at Lafayette, **J.B. Gordon** at Shreveport and **J.V. Tidwell** at St. Louis.

L. J. Markham was also selected as the winner of the President's Club Award as the outstanding sales representative among all regions. ☐

Bulletin Board

John Ward, senior sales representative for the Cotton Belt at Cincinnati, has been elected to the Cincinnati Traffic Club's board of governors.

Clyde Knussmann, district sales manager for the Cotton Belt at St. Louis, has been elected secretary of the St. Louis Railroad Sales Association.

J. L. Syverson, account executive at Minneapolis, has been appointed president of the Southern Minnesota Traffic Club.

Robert Grab, a senior sales analyst at St. Louis, has been recognized by Delta Nu Alpha Transportation Fraternity for his academic achievement. Grab receives his associate arts degree in traffic and physical management and business from Washington University this month. ☐

Management Moves

SP Land Company

Robert E. Brewer has been appointed executive vice president and **Stanley A. Sutfin** has been named vice president and general manager of real estate for Southern Pacific Land Company with headquarters in San Francisco.

Brewer joined the company in 1975 as senior vice president, a post he has held for the past six years. He was president and chief executive officer of BanCal Advisors, Inc., a subsidiary of Bank of California, Inc., prior to joining SP.

From 1970-73, he served as president and chief operating officer of Larwin Realty Managers, Inc., the investment advisor to Larwin Realty and Mortgage Trust, a long-term mortgage and equity trust traded on the American Stock Exchange.

Brewer, a native of Waukegan Ill., has been a mortgage banker and real estate professional since 1962 and has held real estate licenses in Illinois and California.

Brewer holds a B.S. degree in business administration and an M.S. in finance from Northern Illinois University, DeKalb, where he also taught.

San Francisco Mayor Dianne Feinstein recently appointed Brewer to a two-year term to the city's Economic Development Council. Brewer, a member of the National Association of Corporate Real Estate Executives, is president of the San Francisco chapter and director from Northern California.

Sutfin joined SP in 1947 and held various posts in the railroad's passenger department, including train passenger agent in 1951. Nine years later he transferred to the Real Estate Department as a land agent. He was named general manager for real estate in 1976.

Sutfin, a native of Hayward, attended the University of California at Berkeley. He completed the Transportation Management Program at Stanford and received a certificate in real estate from UC Extension. ☐

Furth

Grant

Pilz

Clymo

Brewer

Sutfin

Finsterbusch

McKnight

SP Communications Co.

Alan C. Furth, president of Southern Pacific Company, has been named to the additional post of chairman and chief executive officer of Southern Pacific Communications Company.

C. Gus Grant, who has been president of SP Communications, was named vice chairman, with headquarters in Washington, D.C.

Dale F. Pilz, who has been executive vice president and general manager, becomes president of SP Communications, with headquarters in Burlingame, California.

Furth was elected president of Southern Pacific Company in February, 1979. He is a director of Southern Pacific Company, the Federal Reserve Bank of San Francisco, Industrial Indemnity Co., Ticor and Samuel Merritt Hospital, and a trustee of Pacific Legal Foundation and Pomona College.

Grant was elected president of SPCC in 1973 and under his direction the company began transcontinental service on its microwave network the following year. Today it serves 80,000 customers in 138 metropolitan areas across the country.

Pilz was president of Kaiser Steel Corporation in 1979 and 1980, before joining SP Communications last November as executive vice president and general manager. He also is a vice president of the parent company.

* * *

Craig G. Clymo has been named to SPCC's newly created position of vice president of administration at Burlingame. He will be responsible for general business services, personnel and other administrative functions.

Clymo was most recently with Kaiser Steel Corporation in Oakland as general manager of financial administration and accounting. Prior to that, he was affiliated with Touche Ross and Co., San Francisco, in both administrative and audit areas.

Clymo earned his M.B.A. from California State University at Sacramento and is a certified public accountant. ☐

SP Development Company

William A. Finsterbusch has been named vice president and general manager of the Southern Pacific Development Company in San Francisco.

Finsterbusch joined SP as a clerk in 1948 and three years later entered the Army. He rejoined SP in 1957 as a land agent in the Real Estate Department.

He held various posts in the department and in 1972 was named manager of special projects for the Land Company. A year later he was appointed general manager of the SPDC.

He attended the University of California at Berkeley, where he took various real estate, law and appraisal courses. He also completed the Stanford Transportation Management Program. ☐

The PMT System

Donald R. McKnight has been appointed vice president/auto transport with headquarters in Fremont, Calif.

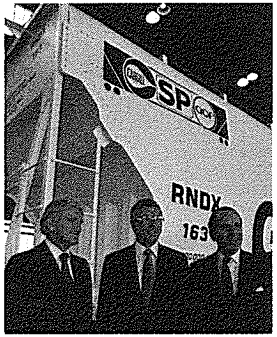
McKnight began his trucking career in 1959 in Los Angeles and worked his way up from loader to driver, dispatcher, foreman and acting superintendent at the South Gate facility. His most recent assignments included terminal manager at Portland, district manager at Dallas, and assistant general manager at Los Angeles—a position he has held since 1979.

McKnight is a graduate of California State University at Los Angeles. ☐

The Future in Fiberglass

"It would be premature to officially declare the Glasshopper the 'freight car of the future.' But there is no doubt whatsoever that ACF and its joint-venture partners—Cargill and Southern Pacific—have made a major breakthrough in freight-car design and construction."

—Railway Age



Introducing the Glasshopper and standing under the distinctive "logo" are officers of the three joint-venture companies: Whitney MacMillan, chairman of Cargill (left); Alan D. DeMoss, SP senior vice president (center), and Henry A. Correa, president of ACF Industries.

The big, white covered hopper car with the name "Glasshopper" emblazoned on its sides you may be seeing on SP lines is the first of its kind. It's built of fiberglass.

The Glasshopper is larger but lighter and able to deliver significantly more payload per fuel dollar than the conventional steel jumbo hopper car.

Southern Pacific formed a joint venture in 1978 to design and produce the revolutionary new car along with two partners: Cargill, Inc., a major commodities marketer with extensive experience in shipping grain in unit trains of hopper cars, and ACF Industries, a leading rail equipment builder, whose St. Charles, Mo., research and design center was used to build the prototype Glasshopper.

The car body shell was filament-wound of fiberglass-reinforced polyester. The developing car body revolved on a huge mandrel and gradually took shape like a giant cocoon spun of fiberglass.

Besides its greater fuel efficiency, the Glasshopper is expected to be cost-competitive with high-utilization steel hopper cars, more resistant to corrosion and wear, and easier to clean and maintain.

These and other advantages to railroads and shippers of grain and bulk chemicals were outlined to the news media recently in St. Charles by executives of the three development partners.

They said nearly $7 million has been invested in the program since its conception by Cargill in 1973. Impact of the development on the railroad industry could be four or five years off, they added, and probably will require the construction of a production facility capable of building about 3,000 cars per year.

Alan D. DeMoss, SP senior vice president, explained that the Glasshopper can carry a bigger payload than a current steel jumbo hopper weighing 63,000 pounds, since the car weight is being reduced to 52,000 pounds. This will allow the Glasshopper to carry an additional 5.5 tons of lading.

"This reduction of the tare weight can lead to important fuel savings," DeMoss declared. "In the early 1970s, the railroad paid 10 cents a gallon for diesel fuel. Now it's ten times that. SP uses a million gallons of diesel fuel a day, about $400 million worth a year at present prices, and this accounts for 12 or 13 percent of total railway operating expenses.

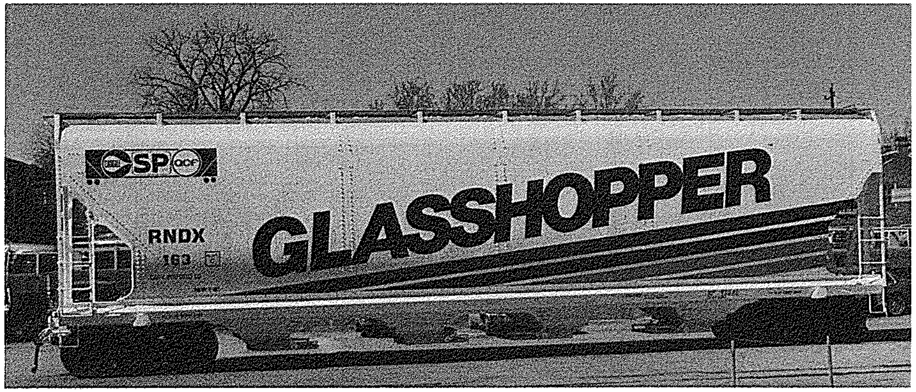
"We're interested in finding every way we can to save on fuel bills."

Whitney MacMillan, chairman of Cargill, said that a unit train of 100 Glasshopper cars would carry the same amount of grain — about 10,500 tons — as Cargill now ships on a train of 106 standard jumbo hoppers, yet the weight of the Glasshopper train would be 739 tons lighter.

"This translates into a six percent fuel savings. Our theoretical 100-car Glasshopper unit train, fully loaded on a 1,000-mile run, would use about 2,000 fewer gallons of fuel than with conventional cars. A similar amount of fuel would be saved when the empty cars were returned for reloading," MacMillan added.

Henry A. Correa, president of ACF, commented that the unique concept of a plastic-bodied freight car provided a great challenge for the development team.

"In producing one of the largest load-carrying structures of its type that has ever been filament-wound, we drew upon more than three-quarters of a century of freight-car building know-how, combined with the latest in space-age technology and materials," Correa said.



"Proof of the car body's strength is evident in the Association of American Railroads' tests to which it was subjected in our technical center, including a squeeze of one million pounds, and loaded impact tests of up to 1,250,000 pounds of coupler force."

Heading the car's development team is Dr. Douglas Ruhmann, ACF project engineer of special cars, whose previous experience includes helping design space vehicles.

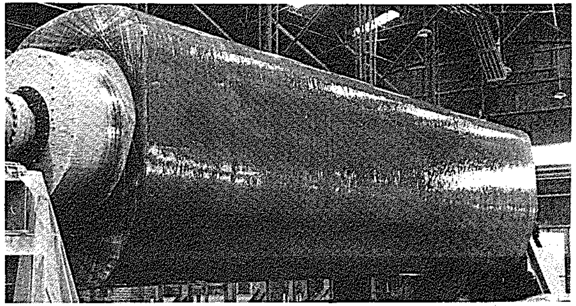
William E. Thomford, manager of research and tests for SP's Mechanical Department, points out some other features of the fiberglass construction.

"Many commodities we haul are highly corrosive, such as salt, fertilizers, and certain chemicals. The Glasshopper can solve corrosion problems and reduce maintenance," he said. "The car also has demonstrated an ability to absorb and dissipate shock better than a steel car."

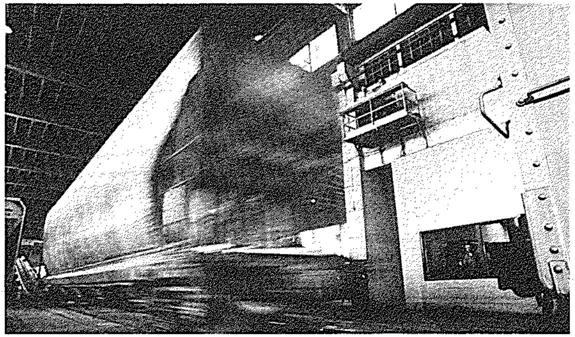
The construction method could prove feasible for tank cars, as well as hopper cars, Thomford added.

Southern Pacific operated the prototype car, carrying a 104-ton load of corn over a 6,000-mile route from St. Louis to Los Angeles and Oakland and back to Houston for unloading. It performed well, with no problems and good riding qualities on the first tests.

The prototype will be used in regular service on SP lines, carrying various bulk commodities, such as grain and salt, while the railroad and design teams monitor its performance. ☐



The Glasshopper's filament-wound car body shell of fiberglass-reinforced polyester rests on a mandrel before being removed for final assembly.



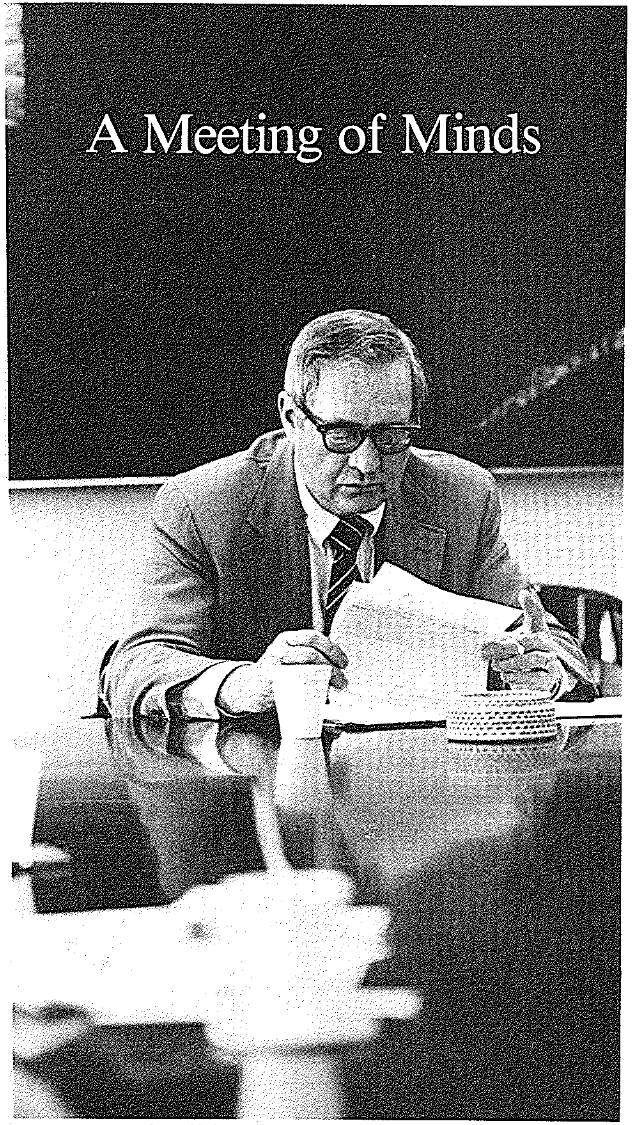
Glasshopper speeds toward 1.25-million-pound impact with a stationary car.

Glasshopper Shows Off In California

The first showing of the Glasshopper car to the general public was at the Sacramento Railfair May 2 through 10, as part of an exhibit of SP equipment for opening of the California State Railroad Museum.

The Glasshopper was also displayed at Los Angeles Union Station (May 12 through 17) as part of a rail display helping the City of Los Angeles celebrate its Bicentennial.

A Meeting of Minds



General Solicitor Oge Young acted as chairman for the Northwest Committee.

For two hours on the first and third Fridays of each month, the Northwest Committee gathers at the Pacific Building in downtown Portland. Seated around a big rectangular table, top managers of the railroad, pipeline, land company, trucking company and Ticor share their expertise, calculate strategy and seize opportunities. Each person expresses an individual viewpoint, but all share a common goal: to enhance Southern Pacific's role in the commerce of the Pacific Northwest.

Since 1950, the Committee's meetings have given members practical insights into the overall operations of all SP properties there. General Solicitor Oglesby (Oge) H. Young calls the Northwest Committee "one of the most effective management and communications tools we have."

Noted for their frankness, the proceedings are confidential, and no one keeps minutes. The members meet as equals, with the chairmanship rotating alphabetically every two months.

The meeting begins when the chairman calls for reports on what departments or subsidiaries are doing of significance in the Pacific Northwest or within the SP system.

The reports are brief, usually lasting five to 10 minutes. Questions are asked; problems brainstormed; decisions and recommendations agreed upon.

Often the group merely shares information, commiserating with setbacks, rejoicing in accomplishments or talking about shippers and the competition.

Working with the same set of political, economic and even meteorological factors, these managers at Portland are well-equipped to appreciate each other's triumphs. For them, there's probably no better audience in the Northwest for recognizing a fine performance on the job. Best of all, there may be no better place for preparing a fine performance.

At a February meeting, several announcements brought some brightness to a typically damp and cold winter morning.

Dwayne Moore of Southern Pacific Industrial Development Company announced that a major manufacturer was close to completing arrangements for opening a new facility. Moore enumerated the benefits. The new facility will help further diversify Oregon's economy, now sadly dependent upon forest products; employ 250 people directly; create inbound traffic in soy beans; increase outbound traffic in canned goods (baby food, in this instance); ease backhaul problems, and demand construction of a COFC (Container On Flat Car) facility. Moore had several similar projects coming along.

Moore's announcement generated a lot of comments, especially from the Maintenance of Way and Operating Department representatives. Oregon Division Superintendent Larry Phipps and Assistant Vice President-Sales George Scholibo were extremely pleased about the probable reduction in empty backhauls, while Area Engineer Bob Englebert was glad to hear about the COFC facility in advance.

Moore's triumph was not the only good news announced at the meeting. Area Manager-Intermodal Tom Giomi talked about the Golden Piggyback Express and its new emblem, and District Manager Bob Stokes of Pacific Motor Trucking announced the opening of the Seattle terminal. Tax Agent Ken Herber took questions on changes in tax law and the impact of the Staggers Act deregulating railroad operations.

At the end of the meeting, a lot of information had been exchanged and a lot of coffee swallowed. Chairman of the day Oge Young reviewed the proceedings and said, "It's a wonderful way to resolve problems and to prevent them." ☐

Above: Tom Giomi (right), area manager-intermodal services, explained the need for a lifting device at the Portland ramp. PMT's Bob Stokes (background) assessed the new Seattle terminal's potential. ***Right:*** *SPIDCo Regional Manager Dwayne Moore announced the opening of a new industry.* ***Below Right:*** *Area Engineer Bob Engelbert reported on new trackage and crossings.*

Profile: SP in the Pacific Northwest

SP and its subsidiaries employ more than 3,600 people in the Pacific Northwest. Their annual earnings total over $80 million. Local purchases of goods and services came to over $18 million in 1980. The company's diversified holdings in this area comprise the following:

Rail Lines & Service
- 1,600 miles of track.
- 100 freight trains each day.
- Direct service to more than 1,000 shippers; off-line service through team track facilities to another 1,000.

Highway Truck Service
- 8 Pacific Motor Trucking terminals in Western Oregon.
- A new Seattle terminal, opened in 1981.

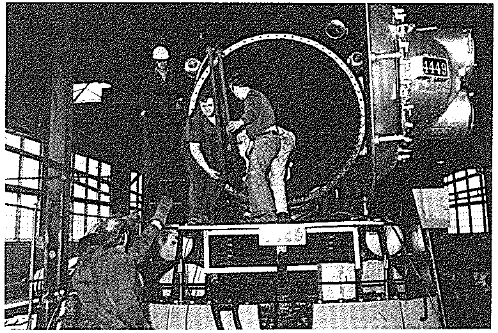
Intermodal Facilities
- 3 strategically located facilities for transfer of highway trailers and containers onto and from railcars.

Pipelines
- More than 129 miles of petroleum product lines.

Financial/Printing Services
- Ticor's Pioneer National Title Insurance Company's 47 offices and 34 title insurance agencies.
- Ticor's Cascade Microfilm/Precision Graphics plants in Portland and Seattle.

Industrial Development
- In the 1970s, SP Industrial Development Company brought 454 industries to Oregon, generating more than 11,000 jobs.
- In 1980, 30 new or expanded industries were added; invested dollars totalled $380 million and created 620 jobs. ☐

AROUND THE SYSTEM



Workers at Portland restore the 4449 to operating condition.

Festivities at Fordyce

More than 10,000 people turned out for Saturday's festivities during the first "Fordyce on the Cotton Belt" Spring Festival—a five-day celebration sponsored by the city's chamber of commerce to honor the railroad and the community.

Fordyce, named for Cotton Belt President Samuel E. Fordyce, was established in the late 1880s after the Cotton Belt built its direct route from Pine Bluff to Texarkana. As the Little Rock *Arkansas Democrat* explained it: ". . . the Cotton Belt Railroad is what put the town on the map."

Pine Bluff Division Superintendent Bill Reed represented the company at the event. A diesel locomotive, caboose and two box cars were on public display.

For the Fordyce festival Andrea Jacobs (left) dressed in the traditional engineer's outfit, while Barry and Chris Dwiggins sported the festival's T-shirts.

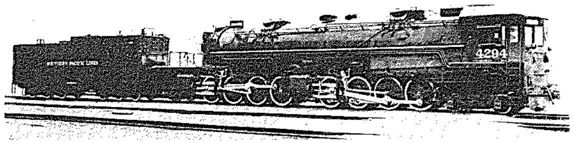
4449 Shows Its Daylight Colors

For a retired locomotive, Southern Pacific 4449 sure gets around.

In 1976, it stepped out of retirement to pull the American Freedom Train for the Bicentennial celebration. This spring it was restored to operating condition and repainted in its original Daylight colors (orange, red, black and silver) for an excursion from Portland to Sacramento for the opening of the California State Railroad Museum. Before returning to Portland it travelled to Los Angeles to celebrate that city's Bicentennial.

SP 4449 was one of 28 GS-4 locomotives that were regarded as "the most beautiful engines in the world." Today it is the last of its remarkable breed.

SP Locomotive Engineer Doyle McCormack coordinated the refurbishment of the engine earlier this year at SP facilities in Portland. McCormack, who was the engineer on the Freedom Train, handled the 4449's throttle on this trip as well. ☐



Cab-In-Front Locomotive Designated a Landmark

The American Society of Mechanical Engineers has designated SP's #4294 Cab-in-Front locomotive as its 59th national historic mechanical engineering landmark.

This 6,000-horsepower giant which weighs over one million pounds, is the sole surviving steam locomotive of the unique cab-in-front design. The rationale for the size, power and cab location was to compensate for the steep grades, sharp curves and long tunnels of the High Sierra. The engineer gained improved visibility on curves, and in long tunnels it eliminated the problem of fumes from the smokestack blowing back onto the crew.

SP took delivery of 256 cab-in-front locomotives and they were familiar sights on our lines for nearly half a century.

#4294 was retired in 1955 and in 1958 it was dedicated to the City of Sacramento. Later, it was given to the State of California for restoration and display in the California State Railroad Museum in Sacramento. It was officially designated a landmark on May 7 as part of the Museum's opening festivities. ☐

PEOPLE

If someone you know at work is an energetic volunteer, actively participates in community affairs, or pursues an interesting avocation, send a few details to the Editor, SP Bulletin, One Market Plaza, San Francisco, CA 94105.

Diving for Underwater Evidence

Downed airplanes, stolen cars, weapons and even victims of drownings are the off-duty concerns of Oakland PMT Driver **John Enos.**

As a volunteer diver for the Alameda County Sheriff's Office, Enos is on call 24 hours a day to search for items which are likely to be involved in litigation.

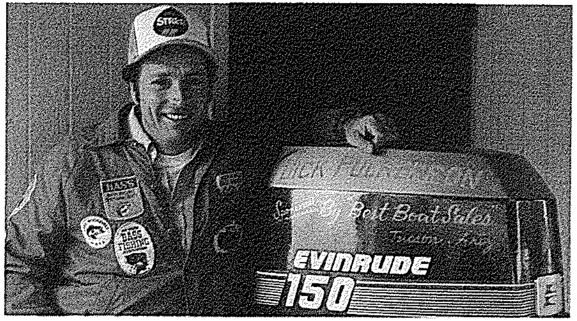
His full title is Master Diver-Underwater Rescue Unit 9. Twice he has been named Diver of the Year by the Alameda County Sheriff's Office, once in 1975 and again in 1980.

When involved in a search, divers are tethered with different lengths of rope. Stretching their ropes taut and moving in concentric circles, they explore the dark bottom of pools, streams, reservoirs or the Alameda Estuary by touch. As many as 10 to 15 divers may be needed to recover a gun or knife.

Divers are not required to come to court to testify each time they discover evidence; documents attesting to the discovery are usually submitted instead.

Enos, who has worked for PMT for 28 years, prefers the night shift so he can dive during the day.

Not all of his diving is a public service, he admits. He travels to points off the California coast to dive for abalone, a shellfish he likes to cook on the beach. ☐



Fulkerson Angles for Bass and Prizes

Some fishermen like to while away lazy afternoons on a quiet river bank, but **Richard Fulkerson** goes at the sport like a determined pro.

Fulkerson, a 37-year-old conductor on the Tucson Division, is a tournament-class bass fisherman who enters several big-time contests a year and regularly wins prizes.

Last year he picked up about $2,000 in prize money for his expertise at nabbing the large-mouth fresh water fish. "But you know, I spent a lot more than that on gasoline and other expenses at the tournaments," he adds.

Besides prize money, top bass fishermen may win clothes, tackle, or fishing gear—and one of the biggest tournament prizes is a brand-new car. "This sport is just starting out here in the West, although it's been very big in the South for some time," Fulkerson explains. "One of these days, tournament bass fishing will be as popular as golf."

At tournaments sponsored by the Western Bass Assn., Fulkerson revs up his 150-horsepower boat especially equipped with depth-finding equipment to locate the elusive bass. In some contests, several hundred fishermen compete.

At a typical tournament Fulkerson catches about 30 bass and picks the best five, which must measure a set minimum length. The judges carefully weigh the best five from each contender, and the fishermen with the top poundage are declared the winners.

But all of the fish, including those picked and weighed for the contest, are kept alive and thrown back in the water.

Fulkerson hired on with SP in Tucson in 1962, and, except for a two-year tour in Vietnam with the U.S. Navy, has worked for the company since then. For the past 10 years, Fulkerson has worked as a conductor between Tucson and Lordsburg, N.M.

"I wouldn't give up my railroad job for anything in the world, but bass fishing really gives me a chance to relax away from work," Fulkerson says. Railroad work runs in the Fulkerson family—his father, H. F. Fulkerson, recently retired as SP trainmaster at Watsonville.

—Rich Hall

Eagle Eye Award Winners

Honored in recent weeks with SP's Eagle Eye Award for "special alertness in finding defects which were not easily seen through regular observation and for taking action which prevented possible accidents" were:

TUCSON DIVISION: Electricians **J. L. Ashley** and **P. Bombach**, Car Inspectors **M. K. Chavez, F. Figueroa** and **S. C. Hernandez**, Switchman **R. S. Hardin**, Mechanical Electrician **R. W. Jones**, Switchman **H. G. Kuhfal**, Machinist **A. Nava.**

SAN ANTONIO DIVISION: B&B Foreman **O. Adame**, Signal Maintainer, **D. W. Bachhofer**, Car Foreman **J. O. Chappel**, Signal Maintainers **L. D. Cowan** and **P. G. Carrasco, Jr**, Roundhouse Foreman **C. E. Casey**, Crew Caller **J. H. Evans**, Machinist **J. F. Fields**, Engineer **R. Horton.**

OREGON DIVISION: Laborer **D. Anzo**, Fireman **E. A. Cassle**, Freight Carman **W. L. Carter**, Laborer **J. D. Gomez**, Switchman **R. R. Haxby**, Grinder Operator **C. E. Lucker**, District Mechanical Supervisor **L. L. LaPorte**, Water Service Mechanic **V. B. Sword**, Machinist **D. E. Snyder**, Helper Engineer **M. L. Shields.**

WESTERN DIVISION: Brakeman **P. M. Alexander**, Engineers **W. G. Burket** and **W. E. Byron**, Head Brakeman **T. D. Bellgard**, Conductor **C. A. Cowan**, Car Inspector **R. Davis**, Conductor **J. M. Dare**, Engineer **J. V. Gondron**, Conductor **C. B. Napper.**

NORTHWESTERN PACIFIC: Conductors **B. C. Cooksey** and **W. F. Dusick.**

LOS ANGELES DIVISION: Switchman **D. Ball**, Sheetmetal Worker **L. J. Brown**, Towerman **G. Bretz**, Brakeman **K. N. Bolls**, Clerk **O. J. Baker**, Assistant Trainmaster **G. L. Cannon**, Brakemen **C. E. Davies** and **M. C. Dahl.**

HOUSTON DIVISION: Switchman **F. G. Adams**, Carman **B. Beaty**, Engineer **T. J. Faulk**, Brakeman **B. B. Fatheree** and **R. M. Breen**, Carman **J. P. Hanchett**, Conductor **J. L. Johnson**, Signal Maintainer **M. A. Kroll**, Switchman **R. L. Lusby**, Brakeman **J. Mathews**, Carmen **D. T. Macejewski** and **C. E. Morgan**, Conductor **B. G. McCall**, Lead Carman **C. E. Monroe**, Conductor **W. H. Nickelson**, Switchman **R. F. O'Neal**, Machinist Apprentice **T. L. Percival**, Machinist **A. S. Robinson**, Carman **R. G. Wells**, Road Foreman of Engines **J. R. Waldrip**, Carman **E. S. Walker**, Brakeman **J. W. Walker** and Fireman/Oiler **F. L. Wright.**

LAFAYETTE DIVISION: Signal Maintainer **T. Blanchard**, Car Inspector **D. H. Duncan, Jr.**, Yardmaster **E. Dugas**, Brakemen **S. C. Gates** and **G. Guilbeaux**, Brakeman **S. F. Irving**, Switchman **B. P. LaLonde**, Brakeman **M. A. McCoy**, Switchman **J. O. Mayers**, Brakeman **H. J. Pontiff**, Engineer **M. J. Rodriguez**, Conductor **J. L. Webber** and Yard Rehabilitation Supervisor **G. N. Weeren.**

PINE BLUFF DIVISION: Engineer **G. E. Brown**, Carman **W. E. Daniels**, Yardman **J. W. Forbes**, Brakeman **W. A. Gibbs**, Car Inspector **H. D. Lunstord**, Signalman **R. W. Meeker**, Switchman **J. T. McDaniels**, Yardmaster **R. L. Powell.**

KANSAS CITY DIVISION: Conductors **W. L. Jantz** and **E. P. Lemoine**, Relay Operator **P. J. McDonald.**

SACRAMENTO DIVISION: Car Inspector **R. R. Brooks**, I&R Foreman **J. E. Day**, Hostler **W. N. Doughty**, Motor Car Operator **J. Garcia**, Fireman **W. P. Wood**, Brakeman **J. M. Hall** and **D. L. Moody**, Machinist Apprentice **J. D. McCluskey**, Brakeman **R. M. Mallory**, Engineer **C. E. Novak**, Machinist **A. G. Newton**, Switchman **W. R. Peterson.** ☐

Assistant Superintendent Ron Trogdon presents Conductor W. L. Jantz with his first Eagle Eye Award at Pratt, Kansas.

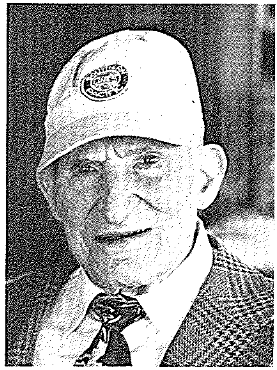


Photo: Calvin Hill, Roseburg News-Review

Honored by BLE

*Engineer **Dossen Burgess,** who retired from SP in 1955 with 51 years of service, was recently presented with a plaque and lapel pin from the Brotherhood of Locomotive Engineers honoring his more than 40 years of continuous membership in that organization. Today, at 95 years of age, Burgess also has the distinction of being the oldest member of his Elks Lodge in Roseburg, Oregon where he has been a member for 71 years.* ☐

Appointments

PACIFIC MOTOR TRUCKING COMPANY: At Fremont: **D. R. McKnight** *to vice president/auto transport;* at Burlingame: **W. O. Hillebrand** *to assistant vice president-operations.*

SP COMMUNICATIONS COMPANY: At Burlingame: **C. G. Clymo** *to vice president of administration.*

TRAFFIC DEPARTMENT: At San Francisco: **G. E. Boswell** *to assistant to vice-president-Traffic;* **M. T. Lewis** *to sales analyst;* at Chicago: **M. J. Hogan** *to manager-intermodal sales;* **A. J. McLean** *to account executive-intermodal sales;* **J. W. Sampson, Jr.** *to regional manager-intermodal sales;* at Oakland: **G. E. Anderson** *to territory sales manager;* **M. K. Fore** *to senior sales representative;* **R. A. Haslacher** *to sales representative;* **Ms. R. Hill** *to sales representative;* **M. W. Lester** *to sales representative;* **J. T. Maxwell** *to sales representative;* **K. F. Mero** *to senior sales analyst;* at Los Angeles: **A. T. Arvin** *to sale representative;* at San Jose: **L. F. Grandbois** *to senior sales representative;* at Petaluma: **J. E. Sageser** *to sales representative;* at Detroit: **J. H. Myers** *to district sales manager;* at Roanoke, Virginia: **J. J. Sternagle** *to regional pricing manager.*

TREASURY DEPARTMENT: At San Francisco: **P. J. Benasso** *to manager-special credit projects;* **L. J. Salazar** *to credit manager.*

SP LAND COMPANY: At San Francisco: **R. E. Brewer** *to executive vice president;* **S. A. Sutfin** *to vice president & general manager-real estate.*

SP DEVELOPMENT COMPANY: At San Francisco: **W. A. Finsterbusch** *to vice president & general manager.*

Retirements

GENERAL OFFICE, SAN FRANCISCO: L. M. Cassidy, *clerk typist;* **C. Clayton** and **V. R. Farley,** *clerks;* **L. E. Garcia,** *TOFC clerk;* **A. M. Hoerner,** *head clerk;* **L. Mieske,** *clerk;* **C. O'Connor,** *head keypunch operator;* **J. O'Neal,** *chief draftsman;* **D. Tong,** *plant accountant.*

HOUSTON DIVISION AND REPAIR PLANTS: J. W. Byrd, *dispatchers clerk;* **D. B. Hendley,** *clerk;* **L. D. Moore,** *carpenter;* **J. H. Russell,** *machine operator;* **W. B. Scoggins** and **R. L. Stockdale,** *engine foremen;* **R. L. Woodard,** *track foreman.*

LAFAYETTE DIVISION: B. F. Brondum, *Switchman;* **E. Granger,** *laborer;* **R. J. Leblanc,** *cashier;* **M. Pulley,** *clerk;* **E. J. Robicheaux,** *B&B foreman;* **M. J. St. Germain,** *engine foreman;* **G. V. Wyant,** *roundhouse foreman;* **J. Young,** *track laborer.*

LOS ANGELES DIVISION AND REPAIR PLANTS: J. G. Adams, *yard clerk;* **Q. D. Ashton,** *signalman;* **B. J. Bell,** *electrician;* **R. L. Camini,** *freight carman;* **R. W. Dievendorf,** *assistant chief clerk;* **E. H. Dye,** *crew dispatcher;* **K. K. Faulkner,** *conductor;* **M. A. Figueroa,** *laborer;* **P. C. Flores,** *tractor operator;* **C. L. Grim,** *engine foreman;* **D. Gross,** *brakeman;* **R. J. Hagen,** *carman;* **J.A. Kinkead,** *conductor;* **C. E. Klingenberg,** *motor car mechanic;* **J. W. LaValley** and **A. J. Mulinaro,** *conductors;* **L. R. Medina, laborer; L. R. Olejnik,** *signalman;* **W. T. Parks,** *head clerk;* **C. J. Pough** and **M. Romero,** *laborers;* **H. Relis,** *clerk;* **E. C. Salas,** *foreman;* **J. Schlachter,** *chief clerk;* **D. L. Simmons,** *train clerk;* **S. G. Sperling,** *locomotive engineer;* **J. J. Tucker,** *laborer.*

OREGON DIVISION: L. V. Bettin, J. L. Blankenship and **N. C. Cannon,** *conductors;* **J. M. Brown,** *car foreman;* **R. D. Foster,** *chief demurrage clerk;* **E. T. Leech,** *locomotive engineer;* **R. A. McWayne,** *crew dispatcher;* **J. A. Mendoza,** *laborer;* **H. J. Metz,** *conductor;* **H. J. Tillery,** *telegrapher;* **M. M. Walton,** *electrician;* **F. H. Wintering,** *locomotive engineer.*

SACRAMENTO DIVISION AND REPAIR PLANTS: G. Anderson, *fork lift operator;* **J. Bishop,** *truck driver;* **W. J. Bott,** *machinist;* **C. W. Egan,** *conductor;* **J. A. Flores,** *stationary engineer;* **B. C. Foltz,** *clerk;* **G. J. Harrigan,** *train clerk;* **F. S. Hart,** *powder gang foreman;* **W. J. Henry,** *switchman;* **B. W. Iman,** *brakeman;* **J. A. Loveday,** *assistant B&B foreman;* **E. V. Mason,** *carman;* **V. V. Murdock,** and **E. H. Sandman,** *machinists;* **F. F. Presnell,** *engineer inspector;* **C. J. Shiro,** *carman;* **J. O. Tharp,** *switchman;* **A. L. Thomas,** *mechanic;* **J. H. Venegas,** *welder;* **J. Wegener,** *locomotive engineer;* **R. H. Woodhams,** *conductor.*

SAN ANTONIO DIVISION: J. H. Amis, *chief crew dispatcher;* **G. A. Appelt,** *machinist;* **W. B. Barrow,** *car inspector;* **R. Brinkmeyer,** *foreman;* **J. H. Bryant,** *claim clerk;* **D. G. Cervantez,** *laborer driver;* **J. W. Cofield,** *train porter;* **J. B. Hopkins,** *locomotive engineer;* **R. A. Jones,** *car inspector;* **J. L. King,** *laborer;* **J. E. Mahon,** *IBM manifest clerk;* **B. L. McDonald,** *conductor;* **B. G. Mrazek,** *railwelder;* **J. E. Pringle,** *police officer-Dallas;* **D. C. Reynolds,** *locomotive engineer;* **C. A. Wilson,** *agent-telegrapher.*

TUCSON DIVISION: A. P. Araiza, *track laborer;* **B. W. Bates,** *locomotive engineer;* **F. M. Drusina,** *carman;* **P. C. Jiminez,** *truck driver;* **A. D. Luna,** *car inspector;* **P. M. Mendoza** and **R. S. Reyes,** *laborers;* **R. L. Williams,** *locomotive engineer;* **J. B. Zuniga,** *carman.*

WESTERN DIVISION: S. B. Allen; *switchman;* **W. C. Brockus,** *locomotive engineer;* **J. E. Butler,** *engine foreman;* **E. E. Cantanho,** *agent-telegrapher;* **R. L. Clark,** *freight carman;* **J. E. Forest,** *B&B carpenter;* **J. R. Gallo,** *janitor;* **M. R. Harrison,** *locomotive engineer;* **R. L. Helsinger,** *conductor;* **R. E. Hoffman,** *brakeman;* **M. W. Irvine,** *yardmaster;* **T. F. Johnson,** *roundhouse foreman;* **M. J. Miller,** *car inspector;* **R. W. Warren,** *signal maintainer;* **W. Wilson,** *laborer;* **R. A. Witherell,** *switchman;* **W. E. Young,** *carman.*

COTTON BELT: ***Pine Bluff Division:*** **V. T. Barnett,** *welder helper;* **T. J. Burns,** *laborer;* **A. L. Dodson,** *carman;* **J. E. Engels,** *electrician;* **D. George,** *carman;* **J. D. Holverson,** *clerk;* **E. Lock,** *janitor;* **J. L. Majors,** *train clerk;* **E. C. Murdock,** *clerk-telegrapher;* **M. W. Pierce,** *clerk;* **M. N. Randall,** *clerk;* **M. G. Songer,** *conductor;* **J. T. Spratt,** *laborer.* **Kansas City Division: I. U. Cates,** and **C. R. Dillingham,** *clerks;* **E. Dugger,** *conductor;* **J. V. Gomez,** *laborer;* **M. C. Nicholas,** *clerk;* **R. D. Potter,** *switchman.*

OTHERS: E. E. Lamb, *foreman, NWP.*

Deaths

GENERAL OFFICE, SAN FRANCISCO: Pensioners: **A. J. Breese,** and **M. J. Brown,** *clerks;* **S. J. Ducich,** *steward;* **E. J. Faul,** *cashier clerk;* **J. E. Ferris, G. A. Manitsas, G. R. Miller, L. G. Rose** and **V. G. Stark,** *clerks;* **O. Schoenholzer,** *signal inspector.*

HOUSTON DIVISION AND REPAIR PLANTS: R. P. Throckmorton, *district lineman.* Pensioners: **R. Austin,** *laborer;* **T. G. Baldwin,** *machinist;* **H. J. Butler,** *boilermaker;* **M. L. Edge,** *mechanic;* **W. W. Hughes,** *machine operator;* **L. James,** *bridge foreman;* **J. M. Mayo,** *machinist;* **E. Mosley,** *carman;* **M. Roman,** *laborer;* **J. Stewart,** *trucker.*

LAFAYETTE DIVISION: E. G. Muchow, *conductor.* Pensioners: **P. J. Alonzo,** *carman;* **J. A. Musso,** and **R. M. Wingerter,** *locomotive engineers;* **E. Wilkins,** *hostler.*

LOS ANGELES DIVISION AND REPAIR PLANTS: L. R. Murphy, *switchman;* **H. J. Smith,** *signal maintenance foreman;* **G. Whitworth,** *hostler;* **M. A. Widener,** *traffic service clerk steno.* Pensioners: **P. Acosta,** and **E. C. Armijo,** *laborers;* **E. A. Blevins,** *clerk;* **P. L. Bragg,** *machinist;* **M. M. Burns,** *agent-telegrapher;* **D. J. Callahan,** *sheet metal worker;* **E. D. Chrisman,** *switchman;* **H. E. Culver,** *engine foreman;* **P. T. Finch,** *machinist;* **B. G. Franco,** *laborer;* **J.C. Freeman,** *brakeman;* **L. J. Hayes,** *foreman;* **F. Hernandez,** *paver;* **R. J. Humphrey** and **G. Kraus,** *machinists;* **C. E. Lamb,** *agent-telegrapher;* **N. B. Lambert,** *locomotive engineer;* **S. A. Ortega,** *laborer;* **S. M. Reid,** *towerman;* **F. Ramirez** and **B. F. Stankowsky,** *machinists;* **W. I. Tarleton,** *yardmaster;* **G. Thorsteinson,** *train news agent;* **F. D. Trilingham,** *signalman;* **L. W. Wilson,** *clerk;* **A. Zamalin,** *sheetmetal worker.*

OREGON DIVISION: Pensioners: **E. J. Flippen,** *caterpillar operator;* **E. B. Folz,** *car foreman;* **T. O. Foose,** *clerk;* **G. A. Gillmore,** *locomotive engineer;* **C. H. Maurer,** *machinist;* **J. A. Roark,** and **L. E. Skillington,** *laborers;* **O. C. Timmons,** *clerk.*

SACRAMENTO DIVISION AND REPAIR PLANTS: Pensioners: **J. W. Cronin,** *machinist;* **J. Farmer,** *senior car inspector;* **C. E. Hardy,** *foreman;* **E. O. Hooten,** *locomotive engineer;* **F. M. Mello,** *clerk;* **E. L. Meyers,** *crew dispatcher;* **F. Porcu,** *laborer;* **J. H. Rose,** *locomotive engineer;* **W. J. Sellick,** *brakeman;* **R. Setzer,** *laborer;* **L. O. Sorenson,** *car inspector;* **C. V. Springer,** *telegrapher;* **L. G. Wedekind,** *locomotive engineer.*

SAN ANTONIO DIVISION: S. D. James, *machine operator.* Pensioners: **E. Bigham,** *laborer;* **M. F. Bodkin,** *conductor;* **R. O. Brooks,** *locomotive inspector;* **J. D. Moore,** *clerk;* **C. M. Murray,** *yardmaster;* **E. M. O'Bryant,** *caboose supplyman;* **O. A. Prochnow,** *car inspector;* **F. J. Reyes,** *laborer;* **A. Voelcker,** *machine operator;* **A. M. Whitehead,** *wire chief;* **C. Wilson,** *coach cleaner;* **M. Zapata,** *laborer.*

SAN JOAQUIN DIVISION: Pensioners: **D. Marion,** *laborer;* **S. D. McGrew,** *conductor;* **J. W. Shurley,** *switchman.*

TUCSON DIVISION: L. McGill, *conductor.* Pensioners: **J. J. Byrne,** *clerk;* **W. R. Cassou,** *brakeman;* **L. Corkum,** *conductor;* **M. E. Cunningham,** *news stand helper;* **F. Haykel,** *carpenter helper;* **A. L. Jimenez,** *foreman;* **L. T. Lopez,** *machinist;* **H. G. MacPherson,** *switchman;* **J. M. Martin,** *agent-telegrapher;* **C. M. Pettycrew,** *clerk;* **I. W. Sampson,** *locomotive engineer;* **J. G. Uribe,** *hostler;* **G. H. Wood,** *news stand helper;* **J. Zacarias,** *laborer.*

WESTERN DIVISION: Pensioners: **L. G. Champagne,** *electrician;* **J. L. Choate,** *foreman;* **F. L. Davis,** *clerk;* **D. Dennis,** *lounge car attendant;* **A. L. Field,** *conductor;* **J. Garcia,** *boilermaker;* **H. G. Huffman,** *carpenter;* **R. E. Hunter,** *switchman;* **L. W. Kangas,** *machinist;* **D. P. Karadimon,** *conductor;* **J. N. Kouretas,** *car inspector;* **R. Koch,** and **R. Lund,** *clerks;* **D. C. Manship,** *locomotive engineer;* **H. E. Miller,** *conductor;* **P. Modesto,** *motor car operator;* **A. Mullin,** *laborer;* **T. L. Nuss,** *carload checker;* **A. C. Petersen,** *carman;* **E. Sousa,** *electrician;* **J. C. Susan,** *captain of ferryboats;* **J. E. Taylor,** *waiter;* **B. Vina,** *lamp room man;* **D. N. Warner,** *agent;* **A. T. White,** *switchman.*

COTTON BELT: Pensioners: **H. Lang,** *stowman;* **J. R. Johnson,** *conductor;* **W. T. King,** *blacksmith/welder.*

NWP: Pensioners: **L. W. Johnson,** *carpenter;* **R. R. Moore,** and **H. R. McKenzie,** *locomotive engineers.*

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SPRINT: LONG DISTANCE AT HALF THE PRICE.

Successful corporation presidents, national sales managers, treasurers and such, set very high standards when it comes to performance — and scrutinize every penny when it comes to cost. Today, many of the Fortune 500 — America's largest corporations — have come to Sprint.

To save 50%, do I have to call in the middle of the night? No. Just during non-business hours. The Sprint network that has served business so well is ready to do the same things for you. As a matter of fact, you'll save more — about 50% in comparison to Bell rates — if you call between 5 P.M. and 11 P.M., Sunday-Friday; save 25-30% from 11 P.M. to 8 A.M. weekdays, and all day on weekends and holidays. All this even considering Bell's reduced rates for these time periods.

About that personal code number. When you want to call long distance, call your local "access number," enter your personal code number, then punch in the number you're calling. That's all there is to it. Your personal code number "unlocks" the entire Sprint network for you, from any push-button phone anywhere in the system.

There's no equipment to buy. There's nothing to install. You use the same push-button telephones you use right now. All you need to start saving money is your personal authorization code. How do you get it? Just call. You're going to love what you hear.

(800) 521-4949 Call anytime.

Yes, I'd love to save up to 50% on my long distance calls.

☐ Please send me more information

Name ____________

Address ____________

City ____________

State ____________ Zip ____________

Daytime phone no (____) ____________

MAIL TO
SPRINT
1 Market Plaza
San Francisco,
Ca. 94105

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This advertisement for SPRINT, SP Communications Company's low cost, long distance phone service for residential users, is appearing in regional and local editions of Time, Newsweek, Sports Illustrated, *and three in-flight magazines aboard airlines, as well as major metropolitan newspapers. A television advertisement complementing this print ad will air in June.* ☐

Change of Address

Moving? Please let us know in time to change your address on the Bulletin's computerized mailing list. Fill out form C.S. 2520 (available from your chief clerk) and return to Supervisor, Personnel Services, Southern Pacific, One Market Plaza, San Francisco, CA 94105.

Track Work in Kansas

Rehabilitation work on the Golden State Route between Tucumcari, New Mexico and Topeka, Kansas resumed in April near Pratt, Kansas with $3 million worth of new tie equipment.

The $97-million project, which got underway last October, expects to install 22 miles of continuous welded rail and 500,000 ties this year.

Last year's accomplishments, before winter weather stopped the work, were impressive: 208 road crossings and 19 turnouts were rebuilt, 4,200 carloads of ballast were unloaded, 204,000 main line ties and approximately 12,000 siding ties were installed. In addition, 52.3 miles of track was plowed, 28 miles of new rail was installed and 132 miles of track was completely resurfaced and lined.

By the end of the year, this line will be a strong, safe, reliable railroad capable of 60 and 70 mph operating speeds.

The inauguration of the *Golden Piggyback Express* demonstrates the advantages of this line and the company's commitment to provide shippers with an alternative, competitive route for traffic between Chicago and Los Angeles.

These accomplishments are a credit to the excellent work force—including many former Rock Island employees and Navajo Indians—as well as the cooperation among the various departments, especially the Engineering, Operating and Purchases and Materials Departments.

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